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Nor' West Miner

EDMONTON, ALBERTA

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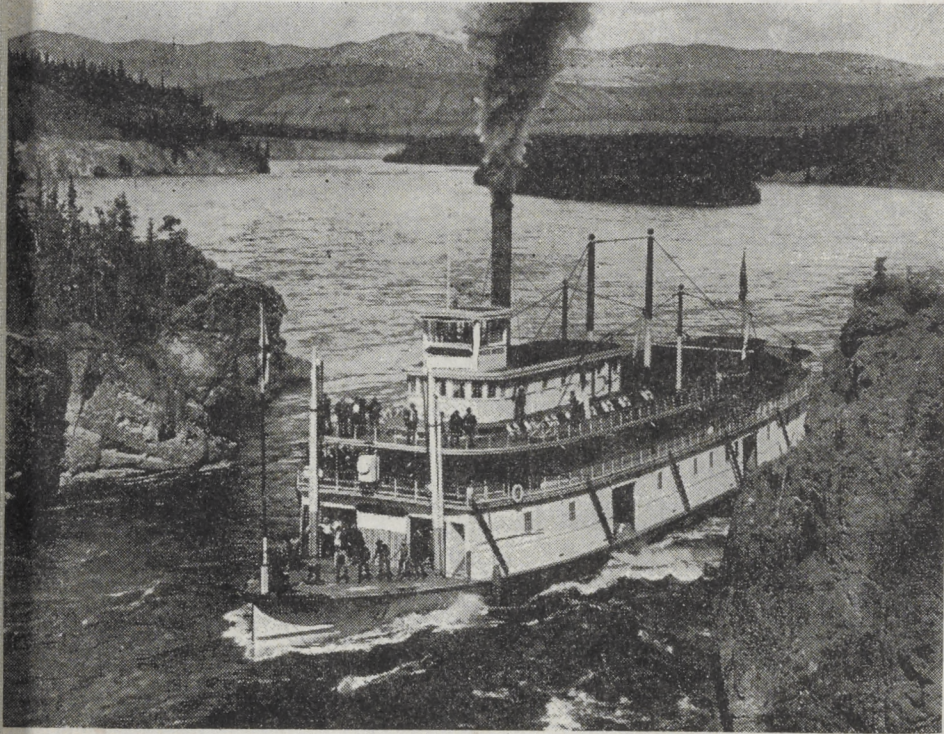
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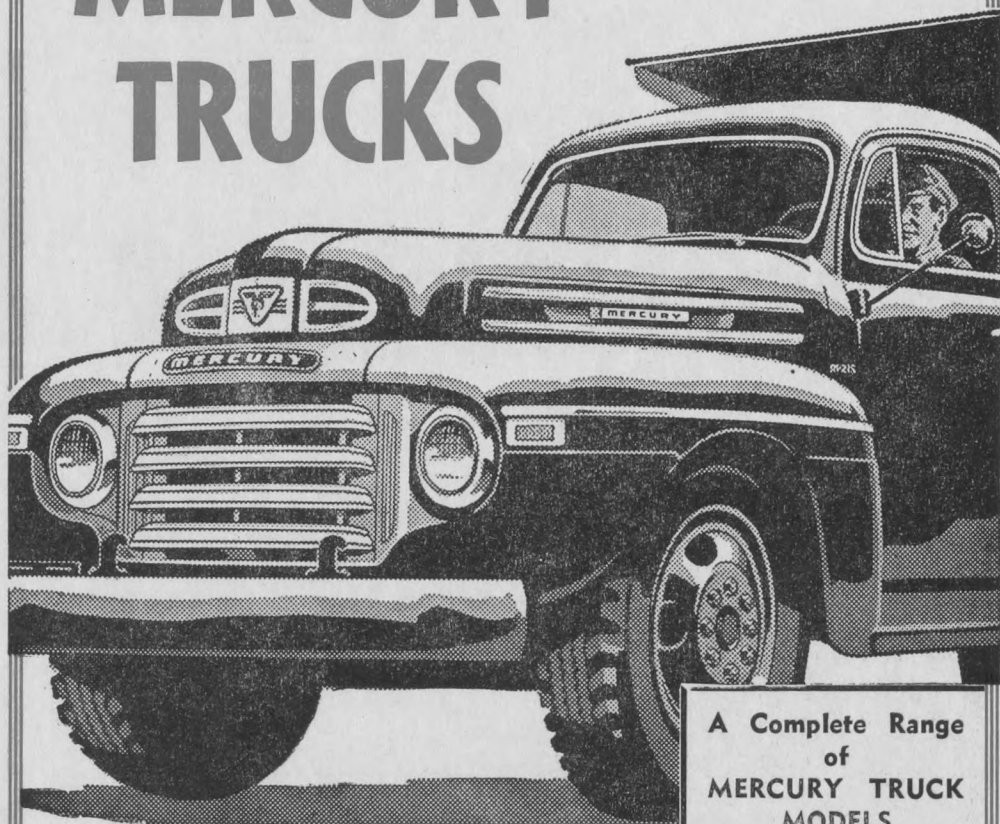
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THE NOR' WEST MINER

EDITOR—F. S. WRIGHT

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Published at Edmonton, Alberta—"The Gateway to the Far North and Alaska."

Subscription: \$2.00 per annum, post free. Address: Box 323, Edmonton, Alberta.

Says the Miner . . .

Another year is now approaching its end and with its winding up, Alberta and the North West Territories have much to be proud of in looking back over the progress made in the development of the rich natural resources which abound in both areas.

In the North, the bringing into production of the Giant Yelloknife mine marks the entry of the Yellowknife gold areas into the status of big mines. Without a doubt the Giant, with its enormous ore reserves, its rapidly increasing milling capacity and output, is designed to take its place with the gold mines of Ontario.

The search for uranium has led to many discoveries of possible pitchblende sources in the North. The major development work, costing over a million dollars now being undertaken by Eldorado Mining and Refining Company at Martin's Lake near Lake Athabasca is well under way. Other prospects in the same district are receiving much attention. Discoveries at Marion and Hottah Lakes in the North West Territories add their totals to indications that the North is destined to greatly aid the search now going on for uranium ores across the Continent.

As for oil and its development, the year has still further added to the already assured position of Alberta as occupying in the oil production picture of the Continent. Millions are being expended for prospecting, well boring, pipelines and in a few years it is quite possible that Alberta will, as far as oil dollars are concerned, equalize the present situation as regards American dollar shortage.

Of course this has resulted in Edmonton gaining rapidly in population and industry. Numbers of new firms have located in the district—more houses are being built and outlying districts are rapidly filling up. Edmonton is on the way to become a major metropolis of Canada.

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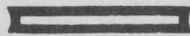
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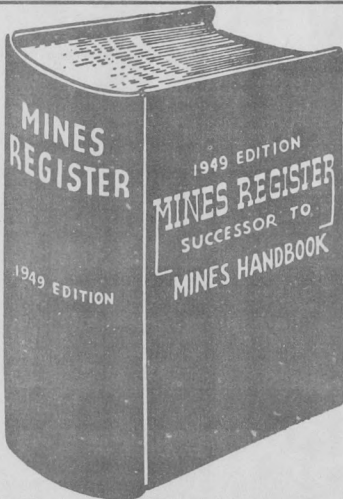
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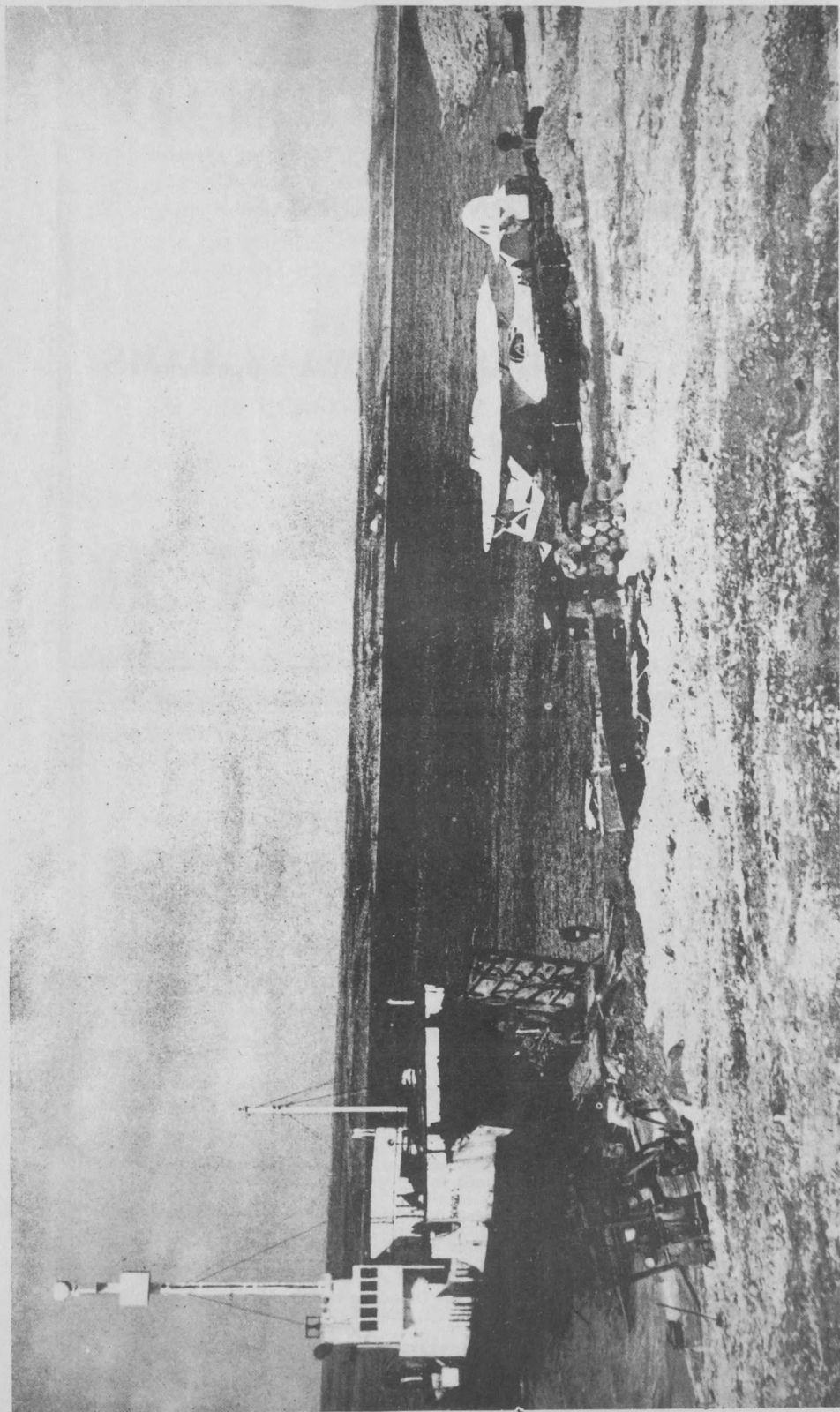
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Snowbird II unloading at Cambridge Bay, 25 August 1948.

THE VOYAGE OF THE "SNOWBIRD II"

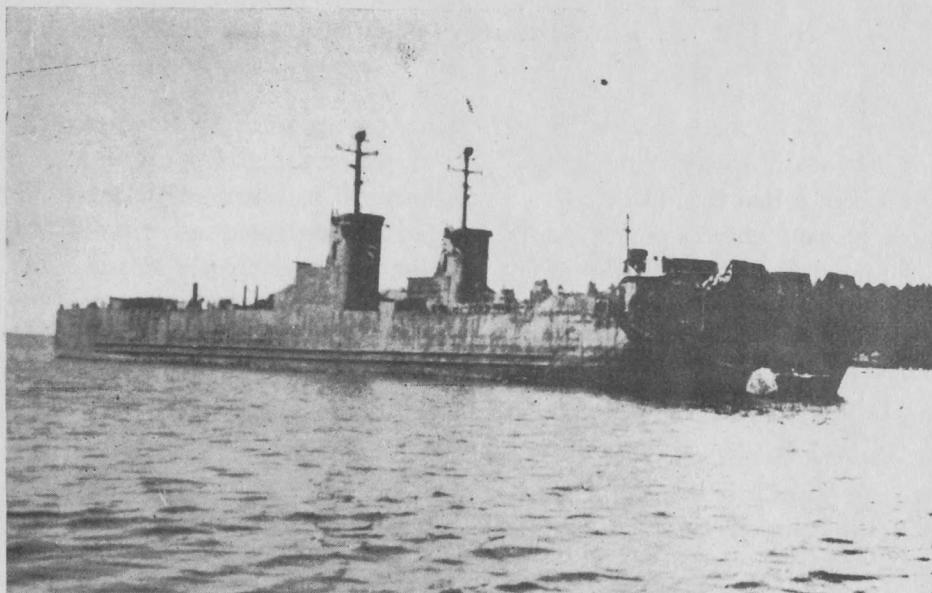
By F/L S. E. Alexander, R.C.A.F.

THE arctic trip of the *Snowbird II* in 1948 had its origin in 1935 when Messrs Watson, Purcell and Storr, three trappers, sailed from Vancouver, in a ship called the *Audrey B*. The *Audrey B* had been modelled after the submarine chasers of World War I and had operated as a rum-runner. Judged from an orthodox point of view she was scarcely suited for arctic waters, yet the three men used her for four navigation seasons in the waters of the Beaufort Sea, Coronation Gulf and Bathurst Inlet. They reasoned, against experienced advice, that a ship of shallow draft and plenty of speed need never be subject to the dangers of the polar pack.

The *Audrey B* not only arrived at her destination safely but broke all records for speedy trips along the Arctic coast. In 1937 she survived one of the worst ice years, while the Hudson's Bay Company's ship *Fort James* was crushed in the pack and lost in Dolphin and Union Strait, near Cape Bexley, and the R.C.M.P. vessel *St. Roch* was so severely strained by ice pressure that she had to be taken to Vancouver for repairs. The *Audrey B* closed her career north of the Arctic Circle when war broke out and she was sold in Vancouver, where she is now being employed as a fish-packer. There have been many arguments over the operation of this ship in the polar seas. Most arctic skippers attributed her success to luck, even though she had been safely navigated for four seasons.

It was this success of the *Audrey B* that led to the recent trip of the *Snowbird II*. The supplying of the R.C.A.F. Detachment at Cambridge Bay had become very costly by the spring of 1948. All freight had been supplied by air up to that time and it required five gallons of aviation gas to land one gallon of fuel oil at the base. The Air Force therefore decided that freight would have to be taken in by water and tenders were called for. Mr. Earl Harcourt, President of the Yellowknife Transportation Company of Edmonton, Alberta, offered the most acceptable plan and tender, but there was some opposition to his scheme from experts on arctic navigation. Harcourt had never been on the Arctic coast but had been in the transportation business for seventeen years, operating throughout the Mackenzie River system. He had heard of the successful career of the *Audrey B*, and was convinced that this performance could be repeated.

Harcourt chose a war veteran for the second attempt in the arctic to carry freight in a very shallow craft. The *Snowbird II*, a United States Navy Landing Ship Medium, had seen service in the war against Japan. Many of the specialized war-time features of a Landing Ship proved to be of particular value for work in the Western Arctic. For example the exceptionally shallow draft for landing vehicles enabled the ship to



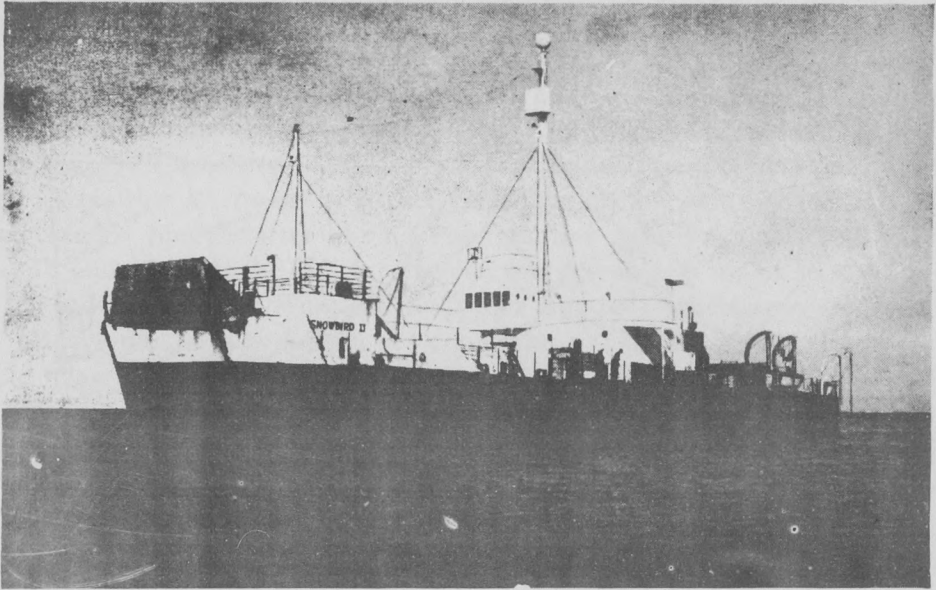
Snowbird II before conversion: in Victoria Harbour, 1 June 1948.

approach close inshore in the shallow coastal waters. The reinforced bottom, for crash-landing on any type of beach, and freight doors for beach-landings proved their worth in a region of few harbours or harbour facilities. The long-range necessary in war made it possible to cover the great distances of the Western Arctic, and her speed and direct reversible engines were a safeguard against ice. When she was bought for her northern trip the *Snowbird II* was practically derelict. One of the outstanding features of the *Snowbird* operation was the conversion of the ship from a powerless, barnacled hulk to a trim seaworthy ship in the short space of six weeks.

For his top deck crew Harcourt chose four men with skipper's tickets, three of whom had had arctic experience. The Captain of the ship, F. L. Coe, was a skipper of outstanding record, having sailed before the mast and operated along the Siberian Coast when the Hudson's Bay Company's trading territory extended into Russia. The R.C.A.F. sent the writer as official observer as he had spent six navigation seasons in arctic waters and was familiar with the entire route; they also offered to provide air reconnaissance when needed.

Snowbird II has a gross tonnage of 1158, is 203 feet in length, has a 34-foot beam and a draft of $10\frac{1}{2}$ feet loaded. She is therefore considerably larger than the *Audrey B* which is 109 feet in length, has a $20\frac{1}{2}$ -foot beam and a draft of $8\frac{1}{2}$ feet. The *Snowbird II* is powered by twin 1800 h.p. Fairbanks Morse Diesel engines. For northern work her hull was specially reinforced with a half-inch welded steel ice-protection skin,

THE VOYAGE OF THE "SNOWBIRD II"



Snowbird II after conversion: at Point Barrow.

extending from the ramp entrance along port and starboard sides and around the stern. She was also equipped with two standard compasses, two Sperry gyro compasses, radar, direction finder and an automatic fathometer sounding device. On her first trip north she carried a crew of 18.

In spite of several set-backs the ship cleared Vancouver at 3.15 p.m. on July 27 with a cargo of approximately 850 tons bound for Cambridge Bay, Victoria Island, N.W.T. The writer became the radio operator, for none was carried to operate the 350/250 watt RCA radio telephone transmitter.

Sailing up the Strait of Georgia, and pausing briefly for the tide at Seymour Narrows, the ship continued through the beautiful Inside Passage along the British Columbia coast and reached Prince Rupert on the second day. Here fuel, lubricating oil and fresh water were taken on, and a speedy departure made the following morning. By the time Triple Light, on the north side of the Queen Charlotte Islands, was cleared, the Pacific crossing to the Aleutian Islands was well underway. From August 1 to August 3 the ship was forced to proceed at reduced speed owing to a tendency to pound in heavy head-seas, but a fast trip was made to Dutch Harbour, arriving on August 6.

The active volcano on Akutan Island was plainly visible as *Snowbird II* sailed up Unimak Pass, and large clouds of black smoke puffed out in a spectacular manner about every ten minutes. The ship remained at Unalaska Island, making minor engine repairs and adjustments at Dutch

Harbour and Unalaska, and taking on fresh water and fuel as these were the last bases where this could be done before proceeding north. Just after departure on August 8 a seized air-brake on the port propeller shaft delayed the ship overnight, but she was able to leave the next day. The

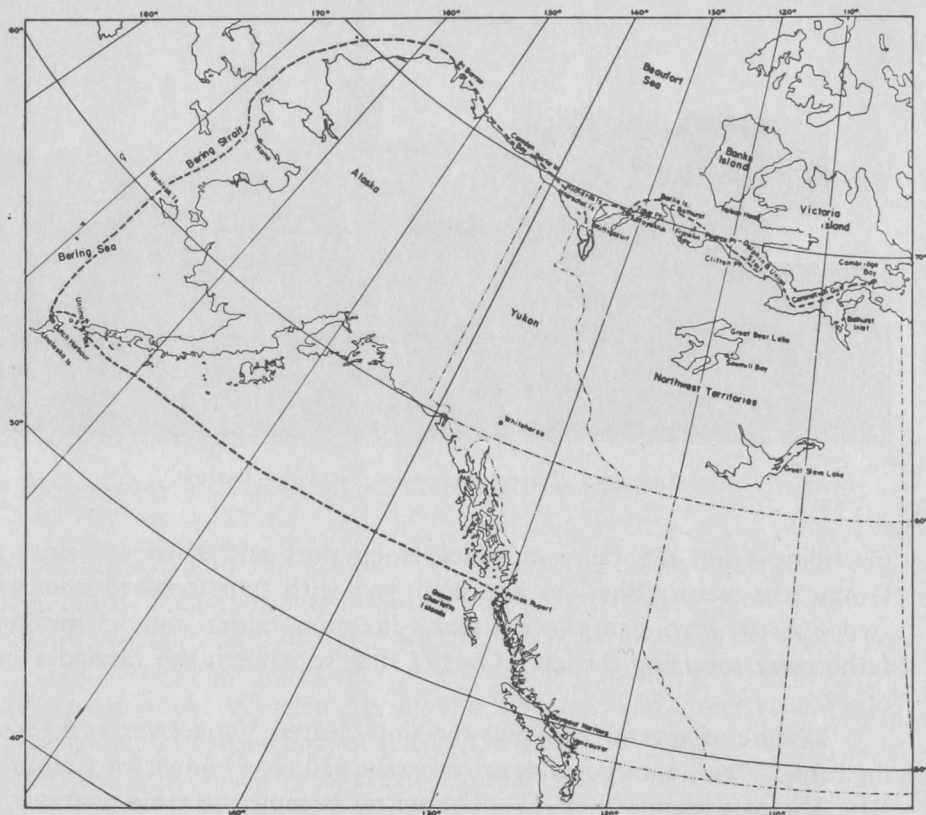


Fig. 1. Track of the *Snowbird II*.

weather was clear and mild with no winds and the Bering Sea was at its best with as many as twenty whales in sight when passing Nunivak Island and huge flocks of black brant flying overhead. Fur seal were in abundance, skipping in and out of the water, and some hair seal were seen swimming in a very lethargic manner compared with their agile cousins.

Radio contact had been kept with Vancouver Airways, 12 Group HQ; then Whitehorse; Dutch Harbour; Marks Airways, Nome, Alaska, and then a condenser burnt out on the transmitter. A search of the spare radio parts revealed that no correct replacement was available, but with the help of the ship's electrician two heavy duty condensers were connected in series to give the required resistance.

The *Snowbird II* first encountered ice late on the evening of August 12. The floes were heavy but scattered, and the ship had no difficulty

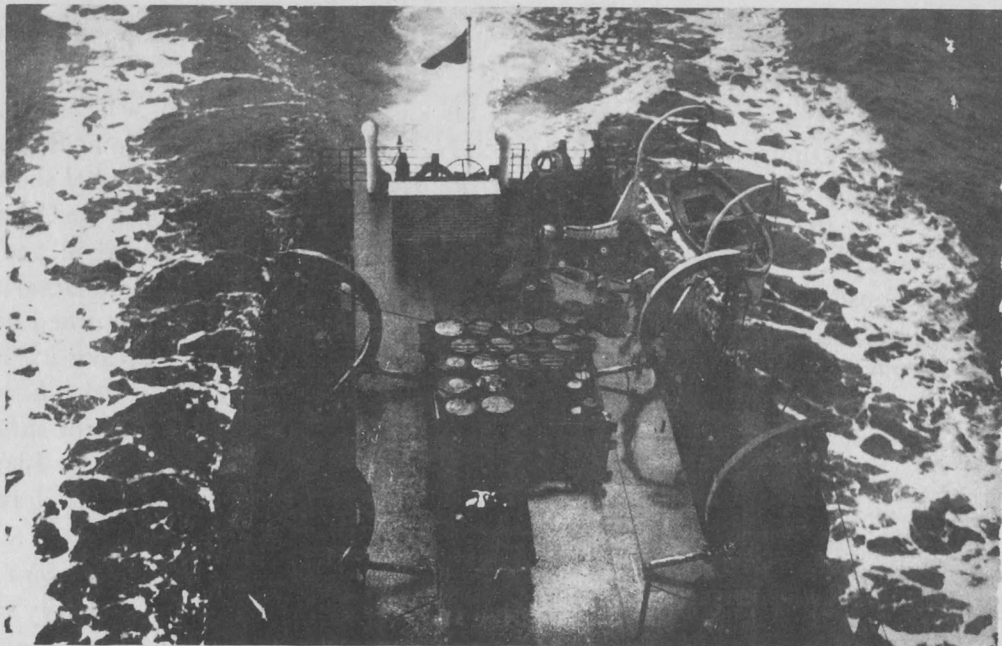
threading a passage through to Point Barrow, where she dropped anchor early the following morning.

Detailed ice information as far east as Barter Island was available from Commander J. Backlund, U.S.N. Staff Ice Pilot for the Point Barrow Supply Expedition. It was therefore decided that the *Snowbird II* should leave that afternoon to pit her speed and shallow draft against the Arctic pack. Shortly after leaving Point Barrow a heavy fog closed in and a Canso plane of the R.C.A.F., which was sent to provide air reconnaissance, had to make for Point Barrow. On August 14 the Canso returned and gave the *Snowbird II* the ice conditions to Camden Bay. Heavy ice lay close inshore all the way from the Colville River to Barter Island, and many times the ship was in 12 feet of water or less. Owing to the information supplied by the Canso *Snowbird II* managed to reach Barter Island on the third day, although she twice touched bottom. Had she drawn another six inches of water it might have been a different story.

Shortly after leaving Barter Island, the Canso informed *Snowbird II* that an open lead lay about ten miles out while ahead there was heavy ice. Course was altered accordingly and soon the ship was proceeding in open water at full speed. The Canso made another reconnaissance on August 16 and reported all clear to Tuktoyaktuk (Port Brabant) before returning to its home base at Edmonton. Difficulties were experienced the next morning when *Snowbird II* came too close to Richards Islands, but Tuktoyaktuk was reached that night. The river boat *MV Sandy Jane* of the Yellowknife Transportation Company arrived later that night with Mr. Harcourt aboard, who joined *Snowbird II* for the trip to Cambridge Bay. Approximately 100 tons of freight were loaded, and the ship left for Cambridge Bay on August 20. Clear sailing was experienced on the run east. Ice was first met off Cape Bathurst where it was easily skirted and loose floes from there to Pearce Point made an ideal playground for numerous whales. Cambridge Bay welcomed the ship four days later.

All off-duty members of the Service personnel helped the crew to unload the 950 tons of freight in only three days. It was however quite a difficult problem as there were no proper facilities and the frozen base of the road was thawing and broke up rapidly under the weight of tractors. Here the *Snowbird II* definitely proved her worth as an Arctic freighter. Within one hour she was beached by the head, freight doors open, ramp down and unloading was in progress. All the difficulties met with in unloading a more orthodox freighter, such as finding a secure anchorage, waiting for an almost windless day, and the need to use barges were dispensed with.

Early on the morning of the 28th *Snowbird II* cleared Cambridge Bay for Tuktoyaktuk in an attempt to bring another full load in the same season. The nights were lengthening fast and it was necessary to proceed



Snowbird II en route to Cambridge Bay.

very slowly in the dark hours, but on the following day the *Snowbird II* passed the H.B.C. motor vessel *Fort Ross* at noon, and Clifton Point that evening. Ice was encountered during the morning of the 30th and increased in heaviness so that further progress to the west was impossible. A course was therefore laid to the north in an attempt to sail round the pack. When the ship was about thirty miles from Nelson Head on Banks Island it became obvious that speed was not going to get her through and that her second feature, her shallow draft, would have to be utilized. The *Snowbird II* then headed south in an attempt to sail inside the pack round the shallow coast of Franklin Bay.

Radio contact was maintained with Cambridge Bay, Kittigazuit and Sawmill Bay, and one night the radio operator spoke to Fort Nelson and Churchill. On the 31st, just after sighting the Smoking Mountains east of Cape Bathurst, the R.C.M.P. schooner *St. Roch* was contacted by radio. In company with the H.B.C. M.V. *Fort Ross* and the Roman Catholic Mission schooner *Lady of Lourdes*, she was lying inside the ice, 25 miles to the south off the Horton River, in Franklin Bay. The *St. Roch* reported a lead along the shore and an attempt was made to work through loose ice to the south or west to join these ships. By nightfall a scattered fog, which prevailed all day, became quite heavy and a hasty retreat was made to the east as the ice began to close in. Early the next morning the fog cleared and the ice had slacked off sufficiently for the *Snowbird II* to make fast speed towards Cape Bathurst. The *St. Roch* reported that

both the *Fort Ross* and herself had passed Baillie Island without difficulty by following a shore lead. A Canso at Kittigazuit made a run out to the *Snowbird II* and reported the way clear to Tuktoyaktuk.

Proceeding to Tuktoyaktuk *Snowbird II* ran aground on a sand-bar off Cape Brown. Fortunately Mr. Harcourt, who is a river skipper, had frequently dealt with similar situations in the past, and the ship was freed early the following day and anchored at Tuktoyaktuk that night. Meanwhile the *Fort Ross* had anchored off Toker Point the previous night, the *St. Roch* was headed for Herschel Island and the *Lady of Lourdes* had already reached Tuktoyaktuk.

Loading the *Snowbird II* began on September 4 and about noon the river boat *Saline* of the Yellowknife Transportation Company arrived from Kittigazuit with 19 barrels of lubricating oil for *Snowbird II*. The next day being Sunday the natives were attending local church services and very little loading was done. On the Monday the writer and a native, Thomas Omuk, sailed down the coast in an open whale boat to Kittigazuit to meet Squadron-Leader Gooderham, the commanding officer of the R.C.A.F. base. The return trip the same night was somewhat crowded as a native, his wife, four children, and nine dogs plus household effects wanted a ride to Tuktoyaktuk.

Snowbird II finished loading on the 10th, and left early the following morning for Cambridge Bay. Air cover was provided that night and by the next morning she had reached Cape Bathurst, moving through loose ice. On September 13 she was again in heavy ice, but on the 14th an R.C.A.F. Canso reported loose ice ahead and no ice for 65 miles east of Pearce Point. *Snowbird II* reached Cambridge Bay safely on September 17 and Captain Coe was informed that east winds which had been blowing almost constantly since his departure would drive the ice offshore and make a return trip to Tuktoyaktuk possible. However the season was far advanced and Captain Coe decided to winter the *Snowbird II* at Cambridge Bay. Meanwhile the *St. Roch* had managed to reach Herschel Island and was headed for Vancouver, and the *Fort Ross* and the *Lady of Lourdes* were laid up for the winter at Tuktoyaktuk.

The writer, who had been with the *Snowbird II* since it left Vancouver, had been instructed to remain at Tuktoyaktuk instead of continuing to Cambridge Bay as the last aeroplane for Edmonton was scheduled for the 15th. The next days were spent taking an inventory and arranging the storage of the remaining freight for the winter. On September 21 a Canso aircraft picked up the writer and the Yellowknife Transportation Company's loading crew of six and flew them back to Edmonton. The crew of the *Snowbird II* were later taken out from Cambridge Bay by air and the 1948 season was completed. This summer it is hoped that the *Snowbird II* will continue her successful career in arctic waters.



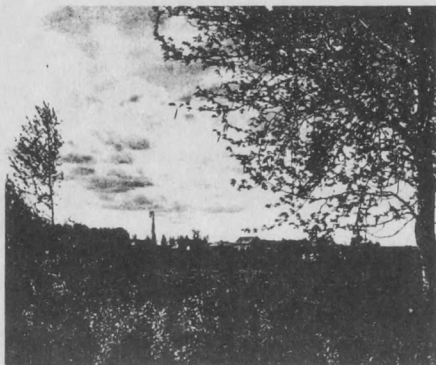
ALBERTA'S Leduc field has made oil history in Canada. In less than three years it has grown from a single discovery well located in a district noted for wheat farming to more than 320 wells with a daily production of 26,000 barrels of crude. It covers 22,000 acres containing estimated proven reserves of 242 million barrels of oil.

Now, in a motion picture, the story of the transformation of the Leduc district has been recorded on film. It is a story of success after years of costly searching and heart-breaking disappointment.

"A Mile Below the Wheat" is a 16-mm. color film with music and voice describing how the discovery of oil affected the community and small Alberta town after which the now famous oil field was named.

As oilmen today continue their work of probing the depths for new wells, farming goes on much the same as if there were no other crop being harvested. But there are profound changes because of the Leduc oil—changes that affect all of Canada. There is a new prosperity in the Leduc area; there are increased revenues for Alberta; Canada is saving precious U.S. dollars that formerly had to be spent on imported oil.

In the war years—and after—we were dependent on foreign oil for roughly 90 per cent. of our supplies. Now since the advent of Leduc, which set off a chain of other important discoveries, prairie production exceeds western refining capacity. With continued effort and reasonable success, it is not too much to hope the men who search for oil will make Canada self-sufficient in petroleum in years to come.



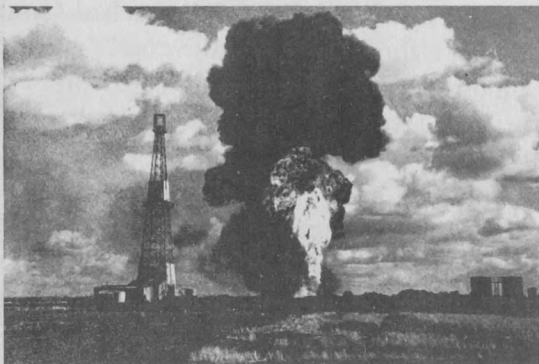
1 For years the settlers in the Leduc area toiled to clear and break the land—not an easy life but one that is today rewarding them and their children with crops of wheat



2 The market town of Leduc serves a wide area. It was quiet on weekdays but on Saturdays the farmers drove in with their families to buy supplies and to hear neighborhood news

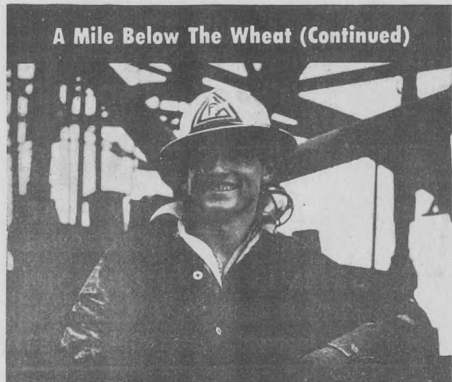


3 The many churches in the Leduc area bear witness to the faith of the people—"a man can't rightly till his land without feeling the presence of something bigger than himself"

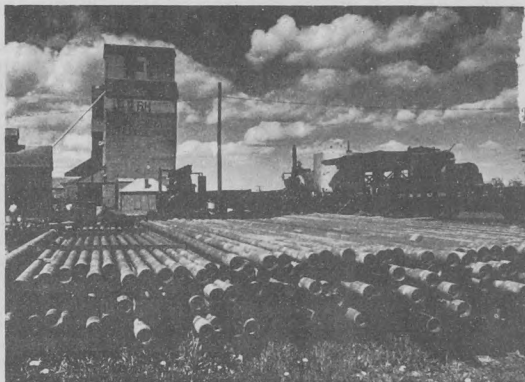


4 On February 13th, 1947 the even tempo of the countryside was suddenly quickened—Imperial's Leduc No. 1 struck oil. The birth of the well came after many years of patient search

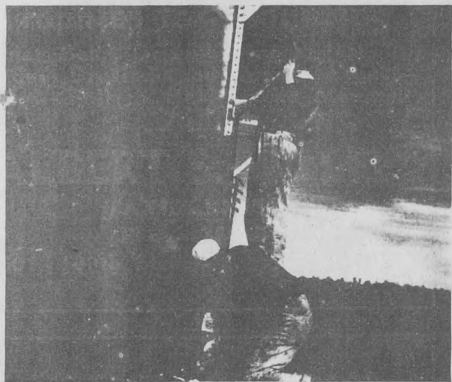
A Mile Below The Wheat (Continued)



5 As soon as that first well blew in things began to happen. The oil drillers with their silvered helmets, worn at jaunty angles, increased in numbers as new wells were spudded in



6 The railroad station at Leduc soon lost its tranquil air as flat cars bearing strange machines, huge metal tanks and miles of hollow drill pipe arrived and were quickly unloaded



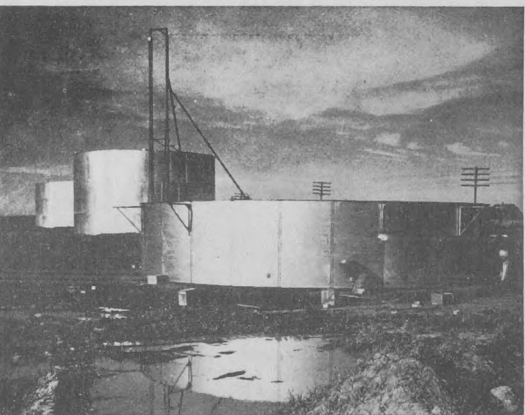
9 Batteries of tanks were thrown up to store the oil after it was freed of impurities. A network of pipe lines was put down to transport the oil from producing wells to the tanks



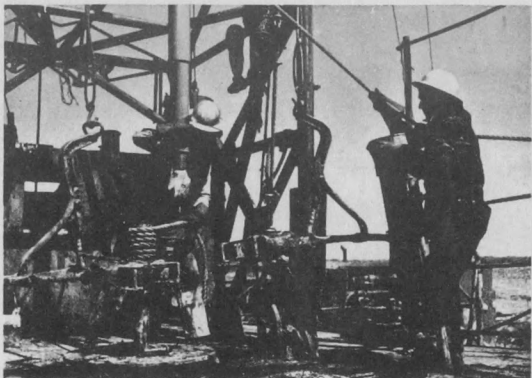
10 Long lines of tank cars moved the Leduc crude in increasing quantities to western refineries to be processed into petroleum products supplying an oil hungry post-war market



13 At Nisku, a railway siding 15 miles south of Edmonton where a new refinery was fast taking shape, tank cars lined up to receive the Leduc crude and transport it to refineries



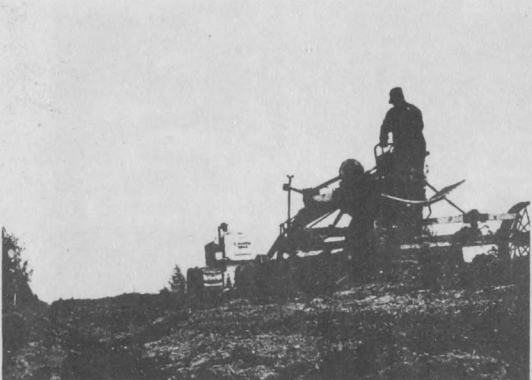
14 At the Nisku railhead, more storage tanks were built as one step in a new system for handling the growing volume of oil because Leduc production was exceeding all expectations



7 The equipment that arrived by rail was rushed by trucks to the field to supply drilling crews who were working day and night, good weather and bad, to bring in more oil wells



8 As the drill bits tore at the underground rock, specially prepared mud was pumped down the pipe to be returned to the top carrying up rock cuttings. Here the mud is being tested



11 As the work of the drillers progressed and new wells came into production it was necessary to open up new roads and improve old ones to move in supplies and take out oil



12 With new and improved roads it was possible to transport to the field such heavy equipment as storage tanks that were already rivetted and to set them up to store crude



15 To move the oil economically from Leduc field to Nisku railhead an eight-mile pipe line system was constructed. This was extended later to reach Imperial's Edmonton refinery



16 After welders had joined 200-foot lengths of eight-inch pipe, mechanical trench diggers prepared a channel along a surveyed course. Here pipe is being insulated to protect it



A Mile Below The Wheat (Continued)



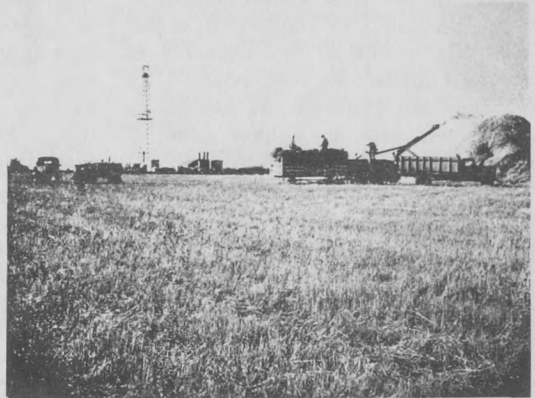
17 Before the pipe was laid in the trench and covered over a side-boom caterpillar tractor held it for an insulation crew which followed, tarring, wrapping, and tarring again



18 While farmers worked their fields nearby the pipe line progressed without interfering with the harvest. Each farmer received payment for right of way and for any loss of crop



19 With the last joint welded, valves like this installed and the pipe buried, oil began to flow. And so still another chapter was added to the history of the Leduc oil development



20 Today in the Leduc area farmer and oil man work side by side to harvest their crops—the farmer, his wheat, from the surface—the oil man, his crude, from a mile below the wheat



PRODUCER AND DIRECTOR of "A Mile Below the Wheat" is Gerry Moses, graphics editor of Imperial Oil's public relations department. Using a Ciné Kodak Special camera and 16-mm. Kodachrome film Mr. Moses shot the scenes at intervals during the spring, summer and fall of 1947. The film is available free of charge for group showings: see your local film council or community film library, or write to the regional office of the National Film Board in your area or the nearest divisional office of Imperial Oil Ltd. Prints may be obtained through the provincial departments of education ©

"GAME EXPERTS" IN SESSION

December marks the usual get together of Alberta's "game experts" who yearly gather in an effort to tell the Alberta Game Department what next foolish regulation is necessary to conserve big game.

The 1949 season, just closed, is marked by the fact that weather conditions, first and then the absurd regulation that for a \$5.00 license fee one can only take one animal and it must be a male, has resulted in only one third of the hunters out in the bush this year getting game. It will be interesting to note whether this will result in an increase in game in 1950.

The methods followed by the game department are really funny to most people who know game and its hunting. It has increased the hunting license fees almost double to what they were, and, in addition it seems as if the only people to be suspected of getting illicit game are the poor "City Sports". They are checked and sometimes double checked, with or without game on the various highways leading to town.

The game department seems to forget that it is probable that for every animal brought to town, a cool half dozen more are not—Some perhaps are cows—shot and left in the bush. Others? well ask the homesteader.

During a recent hunting trip, a total of five animals were encountered in three days. Four of them were cows, with just one lone bull. No calves. Wolves get more game than all the hunters put together.

The solution of course is obvious to anyone who really knows game protection—Follow Ontario's system where each hunter is allowed to shoot one animal irrespective of either age or sex.

At the meeting it was suggested there should be an open season for cow elk—This however was turned down because some "expert said the bulls were short, because they were way back in the hills." Anyone knows that this is not the case. The weather was warm—no snow—tracking almost impossible with the game hanging to timber and deadfall. However bulls are short in quantity— they must be seeing the number taken each year with few calves to make up the loss.

Game protection from a government point of view is similar to its attitude as regards motor car driver's licenses. It is only interested in the license fee. It has no system of year round game wardens whose duty it would be to locate game and protect it

during the closed seasons from itinerant hunting and wolves. It has no areas set apart for breeding of game birds, such as pheasant, etc., similar to the system followed in Scotland and England. It should set aside a tract of suitable land as a reserve and then under proper supervision stock it by bringing in the right in the reserve. It is a hard job for game wardens— but later would then know that when he went into the reserve when the season opened, he was reasonably sure of at least getting a few birds. In addition if fenced, it could be given 100% protection.

Every year a thousand or more buffalo are slaughtered at Elk Island Park to keep the herd down. In Alaska, this surplus of buffalo is turned loose into the bush areas with the result that they are fast increasing in a natural environment and it will not be long before one of the attractions for sportsmen in Alaska will be the chance to get a buffalo. Why cannot Alberta do the same thing? West and North of Edmonton and the foothills there are thousands of square miles of real ranges which could take care of them.

CAT ATTACKS BEAR

It may be true— It may not— but according to the Alaska Weekly a three month old "Manx" kitten recently routed a 400 pound black bear. How was it done? Well, the kitten had its usual bowl of milk laid out. On approaching the bowl it was evidently peeved because a big black bear was busily licking up the dish. The cat arched its back let out a few hisses— followed up with a Dempsey swipe at the bears jaws and the Bear— It just did not know what was happening so in good bear form took to its heels and ran.. Who's got the next bear story?

OVER 600 PRODUCING WELLS

Since the discovery of oil in the Leduc field, some 600 wells have already come into production in the Alberta field, with more wells being put down as fast as seismic parties indicate favorable oil structures. These seismic parties today covering Alberta consist of around 90 separate parties which are covering the potential areas with seismic exploration. These parties are being sponsored by some 181 oil companies mostly of American origin. The cost of this exploration is roughly put at some 50,000, 000. dollars.

DIRECT RAILS TO PACIFIC

by Page Rideout

It would appear by the Edmonton Journal of November 2 Geo. Murray has filed a 34 page brief with the Railway Commission to be considered this month.

I am thinking it is a safe wager for anyone to take that 80% of the pages are filled with old straw that was threshed years ago by the pioneers who came into the country over the bush trails.

Away back in 1927 Sir Donald Mann was telling a bunch of newsmen of his Peace & Portland Canal Railway in Winnipeg, when he said "The Portland Canal line will tap bigger, vaster and better agricultural, coal, metal, mineral and water power resources than Maritimes and all the New England states possess... 300 miles east of Portland Canal are immense deposits of the highest grade smokeless coal ever discovered or mined: it is better than the best Welsh coal, and better than the best Pennsylvania anthracite. The Peace & Portland Canal Railway will tap these coal fields where there are billions of tons above the railroad track. A dam at the grand canyon of the Peace will develop 1,500,000 horse power of hydro energy. These are reason why I believe the Peace & Portland Canal Railway will be one of the greatest traffic carriers ever built."

Then, many years ago, R. T. Elliot ran a series of articles in the Edmonton Bulletin in one of which Mr. Elliot painted a real picture of the vast resources of the Peace River country, and he continues thus: "The only trouble with the Peace River empire is it is in Canada. Had the United States government access to anything like it work would start at daylight tomorrow on what is in truth the greatest national opportunity in the world today".

In what we now refer to as the "early days" one Samuel O'Ferrell of New York crossed our northland in the interest of Pierpont Morgan, and in the old Peace hotel he told us about what we had— if we only knew it. He said with some force in his voice, "If that Peace River Block of British Columbia was in any one of the states in the union there would be a real Pittsburg at Hudson's Hope and large junctions of railways at Finlay Forks."

Then Baron Rhondha had a complete grasp of this vast northland and its broad ranges of resources when he put \$250,000 into one steamboat on the river as a link in his great program of transportation for the country.

Thus, one could go on indefinitely citing such men as have been referred to above in building up a stack of old straw that has been threshed over and over in bygone days.

But all of these men figured on a port on the northern Pacific to serve our northland. In fact, Sir Donald Mann started to build his railway from the Portland Canal into this country.

Surely Mr. Murray must have his geography mixed when he talks about a direct line to the Pacific, and then goes meandering over the winding paths into the south, when the Pacific is directly to the west of us. Any railway that is going to serve this northland as it should be served must go through the Peace pass and thus develop the coal, mineral and water resources Sir Donald Mann referred to, and on to Finlay Forks Samuel O'Ferrell spoke of as a large junction of railways.

If one would look at the new government map which is laid out at a scale of 64 miles to one inch, he would find it is 150 miles direct line from Finlay Forks to Hazelton on the old G. T. P. Railway 180 miles north-east of Prince Rupert; and it is also 150 miles east of Finlay Forks. Could this be considered a direct line to the Pacific?

In Mr. Murray's 34-page brief he gives some space to military protection and the Russian fliers who were at the airports of the North-West Route during the war, and the knowledge they gained of the country.

But, may we wonder if it entered his mind (and if his mind is as broad as his shoulders, it should) there were more ship and train-loads of troops and ammunition passed through Prince Rupert during the Hitler war than went through Vancouver, Victoria and Seattle combined protecting the North-West Staging route Mr. Murray is so uneasy about. And, while the United States government spent some \$16,000,000 on military and port fixtures in Prince Rupert, yet, when the Americans folded their tents and moved hence, our people had, nor could find no use for the port fixtures they left behind. And yet, if it were possible to extend the Alaska panhandle south to the Skeena river, Prince Rupert would become a No. 2 Hong-Kong before we staged our next election.

The harbors of Sidney, Australia, Halifax, N.S., and Prince Rupert are classed as the three number one harbors of the world.

BUSH FLYING

Bush flying is the name given to an air service operating in the North West Territories from Yellowknife which is designed to furnish speedy connection between the various mining centres, trading posts and other places in the North, including the Arctic Coast and Northern British Columbia and the Yukon.



A. M. (Matt) Berry, well known Northland flyer, and Manager of Yellowknife Airways.

Yellowknife Airways Limited, the sponsors of this service which was formerly operated by Canadian Pacific Airlines has a fleet of airplanes, known from the experience of well known northern flying pioneers, as being the most adaptable for this service. The fleet has planes planned to either handle heavy charter loads or single light loads. This, of course, makes a considerable difference in the cost of transportation along the lines mentioned.

The company operates both winter and summer on a regular schedule in addition. The planes are piloted by experienced bush flyers who know the country well and are quite familiar with the various climatic and other conditions peculiar to the North.

Prospectors can charter these planes for trips to any location they desire to cover, with their supplies, and arrangements can also be made for a "pick up" at any future date desired. Mining camps, off the main trails can also get supplies and other requirements looked after at all times conveniently arranged for. Business men visiting the North can arrange for a plane service which will drop them off at desired points and then carry them on later to other points, saving time in every way.

Yellowknife Airways which also operates Territories Air Service at Fort Smith, N.W.T., is under the management of M. (Matt) Berry, who is one of the first flying pioneers in the North. Its headquarters are in the McLeod Building, Edmonton, with flying base at Yellowknife, N.W.T.

OIL RIGHTS

The Minister of Mines and Resources for the Province of Alberta is recently reported to have stated that anyone owning land in the Province where oil and other rights are excepted has no right to expect a royalty.

The Magna Carta, the essence of the start of individual liberty emphasized the fact that the owner of a piece of land owned everything on it and below it.

He says the reason for the landowner not being entitled to remuneration is because he did not develop the minerals it contained, although the Government has for some years imposed a mineral tax on any lands owned where ownership contains mineral rights in addition to surface rights.

He adds a few farmers should not benefit just because they were "lucky" enough to have surface rights.

Views expressed by Social Crediters these days are hard to reconcile with the views that party expressed on obtaining control of affairs in Alberta. At that time the farmer—the man without— was to get everything at the expense of the money barons, especially the banks. Today, these Social Crediters have taken a different view point—

Of course Social Credit must make hay whilst the sun shines for without a doubt the next election will tell the story of how it got into office with false promises—worked the game for all it was worth and made the final cleanup in its last period of existence. Then it will be— even if it has not already happened— "Goodbye Social Credit."

OIL AND THE AMERICAN DOLLAR

The main advantage in connection with increased Canadian oil production is reflected in the fact that every additional barrel of oil produced in Alberta means so much more extra assistance in balancing Canada's American dollar deficit, for much of this oil, once Canada's requirements are met, will be exported to the United States. Last year some \$301,000,000 was paid in American funds for oil imported into Canada. Even without the necessary pipelines for export purposes, last year this amount was reduced by some \$90,000,000. In addition the cost of exploration and development of new oil fields is mainly financed by American money and it is estimated that at least another \$100,000,000 has been expended during the past decade in such work.

THE MACKENZIE HIGHWAY

Winter has now closed down on the north, and so the question of summer maintenance of the Mackenzie Highway is liable to be put aside until next summer. Conditions over the route, for a distance of some thirty miles in Alberta were deplorable last summer. This was due to lack of gravel and maintenance. Fishing companies hauling over the road were faced with the responsibility of looking after the road themselves with the result that shipments were late in getting through. Fish from the North goes into the United States and Canada gets U.S. Dollars in return. Unless it is landed fresh it loses the market. Other freighting also took the rap during 1948 for the same reason and if, after expending nearly \$4,000,000 on a highway, proper action is not taken to maintain the road, the situation becomes extravagant waste of public funds. It should also be remembered that it is necessary to have snow clearing equipment on the road during the winter months if the road is to give full value....

Baby kangaroo kept jumping in and out of its Mother's pouch despite protests from Father kangaroo, who slapped the Baby several times. "You should not have done that" said Mother kangaroo, "How can he help it, when I have the hiccups."

OIL IN ARABIA

Recent advises state that King Ibn Saud of Arabia has recently built a real palace for his sons— Its hall is 220 feet long with 64 huge columns, two movie picture rooms, orchid colored bed rooms and bathrooms— all paid for with oil From the Pacific Western Oil Corporation, here's what he got for an oil concession. A down bonus of 2,375,000 pounds— roughly six million dollars and a minimum guaranteed annual royalty of 250,000 pounds— another \$750,000 a year.

In Alberta, Social Credit does it different— builds no marble halls— and sells oil rights for a mere mess of pottage as compared with good old King Saud. Yes, the King was paid in gold— not paper....

CREDITS:—

The article "The Voyage of the Snowbird II" is reprinted from "Arctic" the official publication of the Arctic Institute of North America.

The article "Alberta Oil In Picture Form" is reprinted from the imperial Oil Review.

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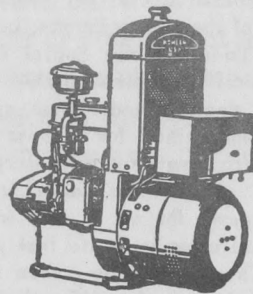
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THE EFFECT OF COLD

A most important feature in northern living is to understand the effect of intense cold on the human body. Experiments conducted on men for information purposes gave the following results.

The sensation of feeling cold is the result of a fall in the skin temperature and not necessarily a drop in the body temperature. The important part played by wind velocity was stressed in the chilling of the body. It is well known that cold without wind can be borne at much lower temperatures than at a higher temperature where there is exposure to wind. The reason of this is that the wind removes the layer of warm air surrounding the body and clothing, thereby increasing the amount of heat lost.

The body consumes more oxygen in a given time if its internal temperature falls and this may partly explain shivering which occurs. This shivering affects the endurance of the individual and his tolerance to cold. It is hard work, and is followed by fatigue. As limits of endurance are approached men become numb and indifferent. They get sleepy just at the time when it is most imperative they should keep awake. The temperature of the body gradually drops as they sleep and, consciousness may never be regained. In addition, extreme cold makes men unable to concentrate and they also may have mental confusion.

Effects of extreme cold exposure for a few hours often remain for at least 24 hours afterwards. To get warm again, it was found that a warm bath for over an hour was necessary before hands and feet were warm again.

RABIES IN THE NORTH

In the past it has been a common thing for dogs, especially in cold weather, to suddenly go mad and run amuck in the North.

For years, whilst people thought such dogs became mad, this disease took a large toll of valuable dogs and it was not until the Canadian Government obtained specimens and had them tested in laboratories, that it was discovered the disease was Rabies. It affected not only dogs, but also other fur animals in the North and it perhaps has much to do with the cyclic reduction of wild animals in the North.

It is all the more remarkable that this disease only occurs in the North with the rest of Canada being, with few exceptions, free of rabies.

In answer to a lawyer's question the witness said that the defendant told him that the lawyer was a sculptor but that he should bathe more often.

Scowling the lawyer demanded, "Give me his exact words." The witness hesitatingly replied: "Well, he said you were a dirty chiseler."

Latest style in bathing suits at the French Riviera consists of two band-aids and a cork.

Economist is a man who plans what to do with money that isn't his.

A lot of live wires would be dead if it were not for their connections.

He was a "looney," huddled in a corner, scratching himself.

Asked why he did so, he answered: "Because I am the only one in all the world who knows where I itch . . ."

He was hunting—He met a bear—He had a high power rifle—The bear had claws—Said the bear: "What are you looking for?" Said the man: "A nice fur coat."—Well, replied the bear, "I am looking for breakfast. Let's go to my den and talk it over." They did so—After a while the bear got up—he was all alone—He had got his breakfast, and the man? . . . well he had his fur coat.

He was a Hollywood director, known for his habit of always trying to make a little extra . . . " ,

"Darling," said he, "I am groping for words."

She: "Well you won't find them there."

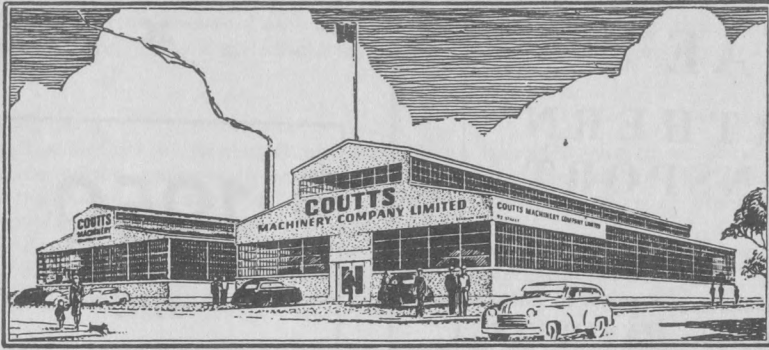
"I dreamed about you last night."

"Did you?"

"No—you wouldn't let me."

It was a Baby Austin. The fellow was taking his girl for a drive. The girl was in the back seat, and after a while exclaimed, "Hurry up, John, I am losing my urge."

John, disgruntled answered, "I've got to lose my urge before I can get out of here."



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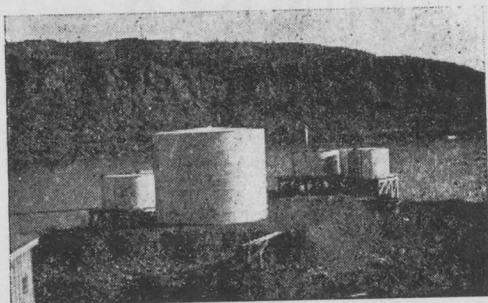
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URANIUM OXIDE VALUE RAISED

Reports from Ottawa states that the Dominion Government has increased the price to be paid for uranium oxide ores to \$3.00 a pound. In addition it is stated that there is no fixed price for this ore, since a still higher price would be paid where necessary to meet extraction costs.

NEGUS MINES

President Charles McCrea of Negus Mines Limited has issued a statement showing the present position of the company in relation to future development. In it he states that plans are being made to dispose of some 1,000,000 shares of treasury stock for the purpose of providing additional funds for the following:-

The monies derived from this source will be used in conjunction with current earnings;

1. To retire the bank loan upon which some \$200,000 is outstanding.
2. To provide funds to recover gold now stockpiled in flotation concentrates by installing a roaster.
3. To further an aggressive development program to open up 3,300 feet of the Campbell zone south of the Negus fault and to open up new levels on the same Zone below the 13th level north of the fault.

The company also reports 83,129 tons of ore milled and treated between June 1948 and September 1949, netting gold production of \$1,597,000 (mill heads \$19.22 a ton). Bullion produced amounted to \$1,276,000 with gold assistance bonus of around \$220,000 and approximately \$193,000 in gold stockpiled concentrates amounting to 3,770 tons. Total operation costs for the same period amounted to \$1,140,000.

DISCOVERY YELLOWKNIFE MINES

It is stated that test runs of the 125 ton mill installed on Discovery property will be made in December and regular production is contemplated to start in January. The crew is to be increased from 40 to 65 men. Shaft sinking to establish a third level at the 375 foot level is also scheduled to be under way in December, according to announcements made by President J.C. Byrne.

FREE MILLING GOLD

The Garski-Bode group of claims in the Yellowknife district evidently has much free milling gold visible in surface showings according to reports. Recently several large bottles containing gold (almost in placer form) were shown in Yellowknife. This gold was obtained by prospectors using hand methods. At present it has not been determined how deep these free gold showings penetrate and efforts are being made to get capital interested in a drilling program. Some years ago the Mon Group also showed similar values on the surface which, according to reports did not continue to any appreciable depth.

NOR' WEST MINER FILES

The Nor' West Miner files extended over a period of sixteen years have recently been placed with the Scott Polar Research Institute, Cambridge, England. The copies have been bound in volumn form— four volumns— They were sent in response to a request from that institute. The Nor' West Miner still has almost complete files of its issues. Anyone interested can obtain the same in bound form by communicating with Nor' West Miner, Box 323 Edmonton at a reasonable cost. It contains much information of value to reference libraries and others interested in northern Canadian Development.

GREAT SLAVE LAKE FISHERIES

Quotas of fish which may be taken from Great Slave Lake during the coming season have been increased to 4,000,000 pounds. For the purposes of spreading the quotas over this huge lake (300 miles by 200 miles) the fishing areas have been divided into three parts, namely— the southern part of the lake has a quota of 2,000,000 pounds. North of this area and south of a line due East from Gypsum Point 1,500,000 pounds and the balance of the lake including the North Arm has a quota of 500,000 pounds. Fishing licence fees have been set at \$20.00 for a resident and \$50.00 for a non-resident for commercial fishing. No commercial fishing is allowed within ten miles of Resolution, Snowdrift, Yellowknife or Taltson River, nor within five miles of Hay River.

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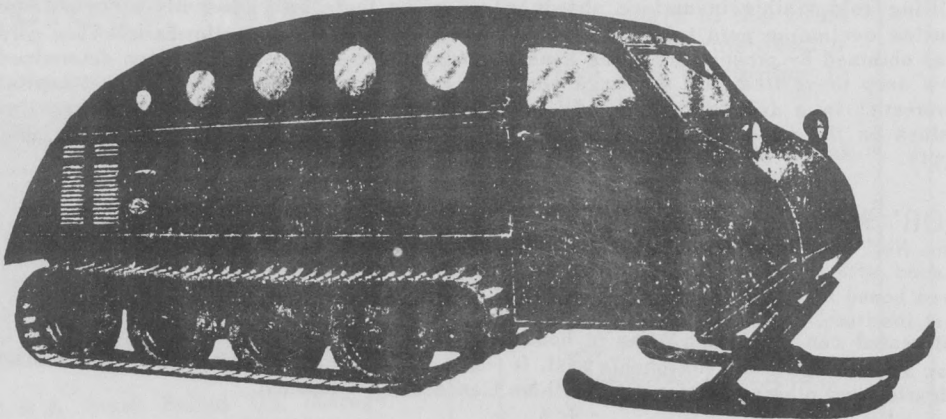
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The question today is not how much extra revenues the Government obtains through oil and other concessions, but how it is spent.

Relief from taxation is the first duty of any government where such relief is possible without endangering the credit of the Province. This, however, is not the Social Credit method— For instance the gas tax, instead of being reduced, has been increased Game hunting fees likewise, although the protection of game is one of the major jokes of our Social Credit friends. Other taxes have been increased also. They still continue in caucus to laugh Ha—Ha.

On Sundays our respected Premier preaches Christianity— On Monday he is at the head of a Government which brazenly handles a liquor monopoly system which makes even the bootleggers laugh “Ha—Ha”.

No doubt in years to come our children will say “1935—1949— Oh yes, that is the time when the Alberta Government sold our heritage for a mess of porridge”.

OIL PRODUCTION GROWS

Canadian production of oil during the last thirteen years has increased in a startling manner, due of course to the tremendous activity in Alberta oilfields.

In 1936 Canadian production of oil amounted to 1,500,374 Bbls. In 1948 this increased to 12,098,166 Bbls. and the estimated production for 1949 is set at 21,000,000 Bbls.

As all wells are on a quota basis this does not nearly represent the ultimate capacity which will be obtainable in future years, for with the addition of new pipelines, a situation, at present which limits production to prairie requirements, the total output will increase again.

THREE OIL REFINERIES FOR EDMONTON

Imperial Oil have already installed a 16,000 bbls daily refinery at Edmonton which is now operating, being served by a pipeline from Nisku in the Leduc field. In addition plans are under way for the building of two more refineries one by the British American Oil Company and the other by McColl Frontenac Oil Company. In addition a gas gathering system is being erected in the Leduc field by Imperial Oil. This building at a cost of \$6,500,000 is designed to aid in maintaining gas pressures in the Leduc wells, so that the ultimate extraction of possible oil will be obtained.

ALBERTA OIL PROVEN RESERVES

Proven oil reserves in Canada, today is estimated at one billion barrels, with possible production areas hardly scratched. The potential areas for new discoveries is enormous. The area of the possible oil territory is five times larger than the known American oil fields, and points to the fact that in future years the oil potentials of Canada may reach at least 8 billion bbls.

GAS FOR EXPORT

The battle of the gas promoter is still waging— Millions of dollars are the prized stake— so plenty of money is being spent to see who gets the gas privilege. The gas pipe line companies are busy at Ottawa getting Federal approval— They are busy in Alberta trying to persuade the people of Alberta, of course through its Social Credit Government, that Alberta has more gas than it can use and so should send it out of the Province to other centres— The signs are already written on the Social Credit wall— despite the emphatic slogan at present “No export until Alberta’s needs are filled”, but gradually, as one reads the news, the opposition is fading and Alberta’s experts are now slipping in favor of export.

Dr. G.S. Hume, Dominion Government gas expert, is really optimistic concerning the question of gas export from Alberta— He seems to favor it.

No one seems to seriously consider the fact that if gas is not taken to other industrial centres— industries will come to Alberta and locate— Its the parting of the ways, the day gas goes south to the States or west to the coast will mark the day when Alberta will still be wondering why it is still a raw material export province instead of a highly industrialized area equal to the great industrial centres of the East. And— do not forget— that when gas fetches any thing up to \$1.00 a thousand on the coast— Alberta gas price will rise as well—

A REAL COW

He was a parson— Had to see a friend at a roadhouse— Dropping in— his friend asked him to have a drink— “Yes, said the parson— Give me a glass of milk”— The bartender took the order, but instead of plain milk, handed out a milk punch, freely laced with real stuff. The parson drank— raised his eyes to the heavens and exclaimed “What a Cow”!..

And Prince Rupert is on an average 500 miles nearer the various ports of Asia than is Vancouver, which means a ship making a round trip to Asia and back sails an extra 1,000 miles in order to pass up our northern port. According to a letter I have from the Vancouver harbour commission there were 415 of those sailings in 1936, which means there were 415,000 miles of extra sailing done in that year to put traffic on C.P.R. trains for the trans-continental route. Again, it is claimed Prince Rupert is two days sailing nearer to Asiatic ports than is Vancouver; thus, by consulting the timetable, it will be seen 48 hours would put trans-Canada traffic in Winnipeg by the time the other boat docked at Vancouver. And yet, if some unknown power started to build a dozen trans-Canada railways, Mr. Murray and all like-minded Canadians would have the pacific terminal of each of them in Vancouver. These people may learn, when it is a little late, we cannot build this Canada of ours to be a power amongst the nations of the world with only one port on the Pacific, and that one port as far south as we can put it. And we are expecting our next trouble will come from the north, and as sure as the sun rises and sets we cannot build up a strong port on the northern Pacific by switching all keel and rail traffic away from it. How would it be, if instead of Mr. Murray meandering his railway 150 miles southeast to Prince George, he headed it the same 150 miles from Finlay Forks to Hazelton, and put coal bunkers at our northern port to supply the ships of the western seas with the highest grade of smokeless coal in the world. What would that mean to Prince Rupert, Hudson's Hope and Hazelton? Yes, what would it mean to all of this northland.

The answer is; I WONDER

In the last six years I have travelled our northland pretty thoroughly; I have covered it from Prince Rupert to Fort Churchill, from the valley of the Peace to the waters of the Yukon, and, as I learned more of its vastness, I more and more looked upon it as a great corridor across the top of the west, and I became more and more convinced it is quite impossible for the country as a whole to come into its own while it is served by a mess of branch lines off what is described in the Hansard of our parliament as our "Fat and Lazy Railways."

Go to the Battlefords and Prince Albert and observe how the C.P.R. is working on the C.N.R., and between Prince Albert and Hudson Bay Junction where C.P.R. freight trains at various C.N.R. stations playing the traffic sneak-thief game. To consider our Peace River country being helped up with a branch-line system managed by the C.N.R. and C.P.R. in such a way that it can hold up a \$1,500,000 deficit between the people each year.

Consider the federal government of 1907 that day gave the infant C.P.R. 750 miles of railway with rolling stock as a starter and the government of Manitoba bought so many 400 miles of branch lines from the Northern Pacific Railway and turned them over to the Mackenzie & Mann, which made the foundation for their Canadian Northern Railway.

Surely the time has come when our government should take a hand in this game, and relieve our "Fat and Lazy Railways" of their interest in all of this corridor across the top of the west. Then call for an independent corporation, as Sir John Macdonald did in 1880, to consolidate the meagre fractions of lines into a trunk railway through this corridor across the top of the west, as per the attached map, and protect the new corporation against our "Fat and Lazy Railways" just as the C.P.R. was protected by their monopoly clause in 1880.

He was a bashful little cuss out with a girl. He wanted to pop the question and hurriedly exclaimed "Say Joy— Lets get married or something." However she was not so bashful— She calmly stated "We get married or nothing."

PIPE LINES VITAL NEED

The vital need of Alberta's oil industry is the necessary pipelines to take the surplus plus already available over Alberta and Prairie needs to possible markets. Already one pipeline, 450 miles in length, is under construction to take oil from Edmonton to Regina. This is to be extended to Superior on the Great Lakes. It is expected that this line will be ready to serve Great Lakes tankers by the fall of 1950. The total distance is 1150 miles. The cost about \$90,000,000. In addition a nine mile pipeline from Nisku to the Imperial Oil Refinery at Edmonton— 9 miles in length, is already operating.

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SECRECY IN GOVERNMENT

It has become the fashion for governments to more or less reprimand some of the Canadian Press when it dares to make public, things which, in the interests of the public, the public should know, on the plea that the matter is not of public interest. When this attitude is taken, it is not a very long step away from the time when the press will be expected to publish only what the Governments desire and of course that spells Dictatorship. Government is the concern of every citizen— He should know whenever public interest is infringed and no Government should even suggest that any matter is not of public interest in connection with Democratic government.

PRINTING THIS ISSUE

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TRANS-CANADA HIGHWAY

The Trans-Canada Highway became the subject of a free-for-all discussion in the House of Commons recently. However the majority of Canada's representatives in that House seemed to have harped more on the tourist value of a Trans-Canada Highway, than on its industrial and military value to the people of Canada and most certainly the people of the United States.

Many people forget that as far as the Rockies are concerned the tourist season is only around three or four months in the year—During the rest of the year—Banff—the chief western Mecca for tourists is deader than a 'dodo'. Its main hotels are closed up and everyone, like bears—go to their dens to await the next season.

The tourist fetish as a revenue producer, as regards the West—is one that furnishes good material for publicity 'experts' who can, without fear of much contradiction, figure out that every tourist car entering Alberta is loaded down with tourist gold. If these claims were properly investigated, It could be shown that the major benefits of a tourist highway go to hotels—oil companies and the small balance left to retail trade.

The only reason why a Trans-Canada Highway should go through southern Alberta, so far advanced, is its tourist value. Its industrial value for the movement of freight all the year round is more or less ignored. There are also restrictions in force preventing heavy traffic routing through the national parks.

As to defense—Southern routes cannot connect with the vital areas of the North, where millions are being expended on radar warning stations, airports and other defence items.

Lord Tedder, leader of Britains Air services, recently stated that he considered Edmonton the focal point of a defense system—Yet Edmonton, has not even a properly built highway connecting it with either the Mackenzie Highway going to Great Slave Lake or with the Alaska Highway at Dawson Creek.

The Yellowhead route would connect up—both by rail and road with these two major highways. It would also connect up with the southern proposed highways, with this difference, the Yellowhead route can be used the year round, the other two routes only seasonal. At present both are closed to traffic. (December)

There should be no question as to who should locate and build the Trans-Canada Highway— It should be financed and located

by the Federal Government, irrespective of so called provincial rights, perhaps with generous aid also from the United States, if designed for defence. There was no argument as regards paying for the Alaska Highway, notwithstanding the major mileage passing through Canada. There should be no argument concerning the Trans-Canada Yellowhead or other northern highway route. Proper allowances could be made to the Provinces where highways already constructed to continental standards have been already built at the expense of the Provinces

In recent years it has become customary for major highways to pass congested urban centres— connecting with the same by feeder roads. The same policy should be followed in locating the Trans-Canada Highway—

The Dominion Government has been very fond of initiating Crown companies to do various work— why cannot it form a Crown company to build the Trans-Canada Highway— using experts to locate the route, paying either compensation or acquiring right of way from the Provinces by purchase, and then, if deemed adviseable establishing a 'toll system' on tonnage carried over it to pay for it.

HA-HA HO-HO

Social Crediters held a Convention in Calgary recently and evidently, without consulting the leaders, some 'wag' introduced a resolution suggesting that the Social Credit Government should start giving every one a bonus of \$1.00 a month without working. This of course was in line with the spectacular platform of the late William Aberhart, at that time, according to the 'Little Blue Manual' every one was to get \$25.00 a month— later increased to \$600.00 a year. What a change has occured over the years in the attitude of the present Social Credit government and its key supporters. This was fully illustrated when the above resolution was introduced— Everyone is said to have laughed Ha-Ha and a few laughed Ho-Ho.

Of course everyone now knows that a Social Credit promise in the past was like the platform to a pullman car, which the negro porter said was there to make it easy for people to get into the car. The slogan today is "The Manning Government is giving Alberta good government". Is it? Just cast back over the years and view the way taxes have risen, despite enormous additional revenues obtained, not by Social Credit methods, but by ordinary collaboration with capital.

RAILS TO ALASKA

The die is being cast for a railway to Alaska, which must in any case pass through British Columbia, whether it is built over a northern route from Alberta, or up through the mountainous country of British Columbia from Vancouver in the South.

The United States has, by act of congress, signified its intention of considering the building of this line, at a cost, it is stated of around three hundred million dollars.

To build a railway, the first step is the provision of a "tote road" for unless supplies can be carried along the rail line route, construction is delayed, in fact almost impossible. No railway was ever built without a "tote road".

The Alaska Highway, now in existence, cost around \$135,000,000 to build. It is an excellent roadbed for either highway, or if improved to railway standards, for a railway. It is already in place. Its grades are based more or less on railway grade. This was done under instructions received from the United States Government when Colonel Hogue and his engineers made their survey.

A railway adjacent to the Alaska Highway could be built easier, and more quickly than any railway over other routes and would be less costly.

As far as use for defence is concerned, the rails via the Alaska Highway is a MUST— for anyone who knows the country through which a line from Prince George, via, perhaps the old Mounted Police trail and the Yukon Telegraph line route knows that such would take years to construct. From a defence point of view, the need for it is immediate as regards years and a line under construction would serve no purpose at all.

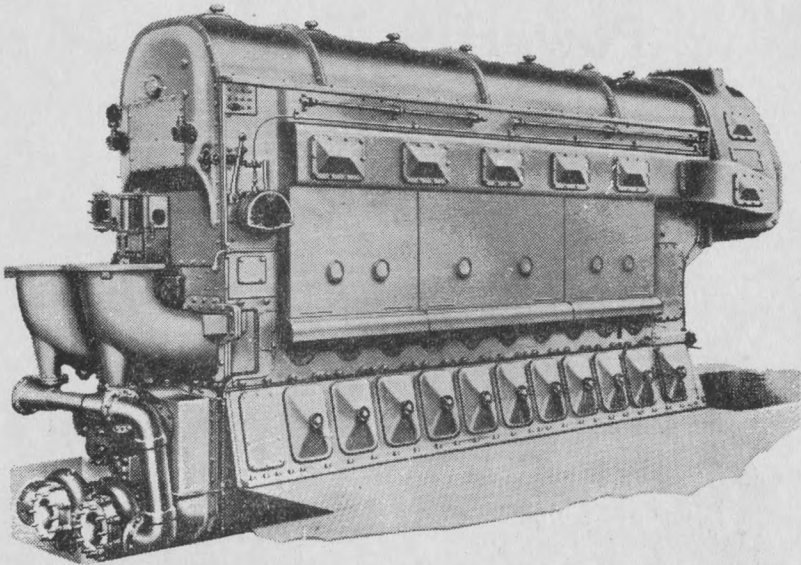
The Pacific Great Eastern Railway, which is to be extended to Prince George is really only a stub line, which would have to be reconstructed. It starts "nowhere" at Squamish, in relation to Vancouver, 30 miles away on the sea-coast. The only means at present to connect it with Vancouver is by car-ferry. It also ends, at present, "nowhere". To characterize this line as a feeder for the new railway is absurd. It is true that the Canadian National Railway from Vancouver to Edmonton via Prince George is now in existence— Why duplicate?

The logical route is without a doubt the Edmonton, Dawson Creek, Fort Nelson, Whitehorse - Fairbanks route. The Alaska Highway has already proved its commercial usefulness since the war. During the war it enabled ready communication between the Eastern States and Alaska.

In addition a branch line of approximately 150 miles from a point on the Alaska Highway to Hazelton B.C. would connect the port of Prince Rupert also with Alaska by rail.

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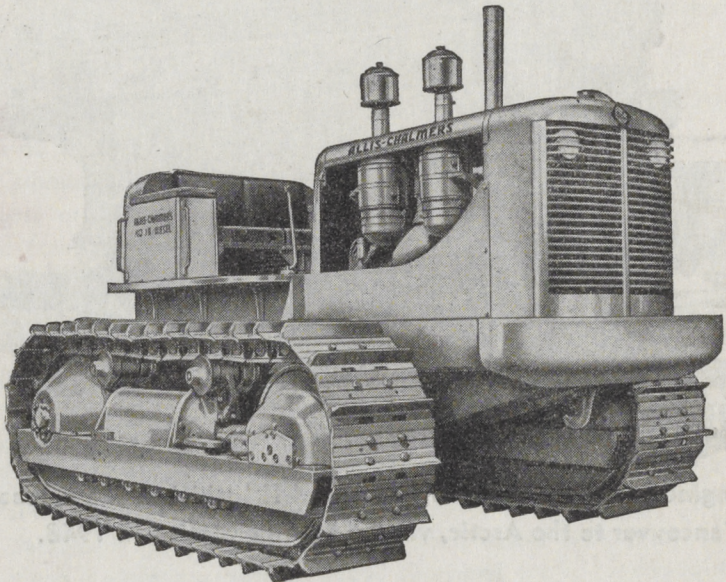
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